

**INFORMATION REPORT**

CD NO.

25X1A

COUNTRY East Germany

DATE DISTR. 20 May 1953

SUBJECT Miscellaneous Railroad Information

NO. OF PAGES 2

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(LISTED BELOW)

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SUPPLEMENT TO  
REPORT NO.

25X1X

- 25X1 1. [REDACTED] 25X1  
 [REDACTED] the intended control of interurban railroad traffic at the boundary between East and West Berlin will not occur before 1 April, because the establishment of railroad check points was delayed by a shortage of construction materials.<sup>1</sup>
- 25X1 2. On 10 February, [REDACTED] learned that the Bahnbevollmaechtigte (authorized railroad expert assigned to military transportation control headquarters) (BBV) at the Greifswald regional railroad headquarters would share office space with the Main Dispatch Office.
- 25X1 3. On 13 February, [REDACTED] learned that Volkspolizei RTOs would be established at Eberswalde, Angermuende, Neustrelitz, Pasewalk, Stralsund and Bergen.<sup>2</sup>
- 25X1X 4. [REDACTED] 25X1  
 [REDACTED]
- 25X1X 5. On 10 February, [REDACTED] a total of 152 cars like those used on the Berlin elevated railroad system had been sent from the U.S.S.R. to the Schoeneweide railroad repair shop for repair. In the U.S.S.R. the cars had been converted for overhead line operations. The benches consisted of unplanned pine boards. All the engines and brakes were defective and the cables were pieced together in a makeshift way. Normally, equipment in such poor condition would have been deactivated. However, the cars will be repaired for further use.<sup>4</sup>
- 25X1 6. In early February, [REDACTED] a special department for the manufacture of bogies was being set up at the Karl Marx Locomotive Factory at Babalsberg<sup>5</sup> (formerly Orenstein und Koppel). The work force of the plant was to be increased by 1,000 men.<sup>6</sup>
7. On 14 February, Hetz (fnu), Director General, Railroads, Berlin, ordered that preparations be made to evacuate the Dessau railroad repair shop, which had specialized in the repair of motor rail coaches and engines. The work done by the installation was to be taken over by the Wittenberge railroad repair shop and various railroad maintenance shops. Workers and employees of the Dessau railroad repair shop, who had previously worked at the Junkers Aircraft Plant, have been registered.<sup>6</sup>

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CLASSIFICATION		SECRET		[REDACTED]		[REDACTED]		DISTRIBUTION		[REDACTED]		[REDACTED]	
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- 25X1A 1. [ ] Comment. Information on the establishment of railroad check points along the zonal boundary in Berlin was transmitted previously. For last report, [ ] . The tightening of controls was originally to go into effect on 1 March 1953. It is believed credible that the delay reported was caused by a shortage of construction materials.
- 25X1A 2. [ ] Comment. Information on the establishment of VP transportation control headquarters in the Greifswald railroad district was transmitted previously.
- 25X1A 3. [ ] Comment. The shortage of transit-worthy freight cars was known previously. This situation forced the East German railroad administration to borrow equipment from Poland. [ ]
- 25X1A 4. [ ] Comment. These cars of the Berlin interurban railroad system were returned from the U.S.S.R. in 1952.
- 25X1A 5. [ ] Comment: Lokomotivbau Karl Marx Babelsberg, Ahornstrasse 28-32.
- 25X1A 6. [ ] Comment. This information is received for the first time and requires confirmation.

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